

TWO GOOD ENGINES

COMING TEST OF LOCOMOTIVES MADE BY RIVAL COMPANIES.

One Guaranteed to Run Eighty Miles an Hour—Decision of Importance to Chicago Roads.

The Chicago, Burlington & Quincy last week received from the Baldwin locomotive works an engine which cost \$12,000, which is to be used in hauling fast mail trains in the competition for carrying the overland mail. The Chicago & Northwestern have recently received from the Schenectady locomotive works an engine that is guaranteed to make eighty miles an hour. The test will soon be made, and two questions are involved—the supremacy between the two roads and the relative merits of the engines made by the Schenectady and the Baldwin locomotive works.

Among expert mechanical engineers the general opinion is that with a train of five cars the Schenectady engine will make the best record, but with two cars added the Baldwin locomotive would prove the most satisfactory. Both are good engines, and the outcome of the race will attract the attention not only of railroad men in this country, but in foreign countries. The rivalry about the Burlington's engine is that it is the first one of its pattern ever purchased by a Western road, and if it proves all that is expected of it a revolution in the speed of trains on the great roads is to be expected.

It is stated that George Stevens, general manager of the Chicago, Burlington & Quincy, is to be in charge of the test, and for many years a superintendent on the Wabash, could be general manager of the Burlington. The rivalry about the Burlington's engine is that it is the first one of its pattern ever purchased by a Western road, and if it proves all that is expected of it a revolution in the speed of trains on the great roads is to be expected.

Some idea may be formed of the business done on the Union tracks when it is stated that the switchmen, on either the east or west side of the Union tracks, the twelve hours they are on duty, throw for trains from 500 to 600 cars. It is estimated that E. F. Fisher, general passenger agent, and J. F. Youse, general freight agent of the Ohio Southern, will be in charge of the test. Mr. Fisher can remain as real estate and land agent of the company if he desires to do so.

The Chicago & Northwestern has established a carriage line between its station and the Union tracks, and has a car that will carry as many as thirty passengers. The road makes the fare for the car as low as the fare for a passenger. The Chicago & Northwestern has established a carriage line between its station and the Union tracks, and has a car that will carry as many as thirty passengers.

There is a famine on freight cars on railroad lines in Pennsylvania, and the rates are now offering a premium for cars. The iron industries are clamoring for cars, and the Pennsylvania Railroad Company has just placed an order for one thousand gondola freight cars.

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